

In The Claims:

1. (Currently Amended) A night vision system for a vehicle comprising:
a first light source for illuminating a region proximate the vehicle, said light source generating a first night vision pulse signal;

a light sensor receiving a second night vision pulse signal from an approaching vehicle, wherein said second night vision pulse blinds said first night vision pulse signal; an electronic compass comprising zones comprising dominant zones and recessive zones,

an electronic compass comprising zones comprising dominant zones and recessive zones; and

a controller shifting pulses from said first night vision pulse signal in a different direction than pulses from said second night vision pulse signal until an anti-blinding of said first night vision pulse signal by said second night vision pulse signal is achieved, wherein said controller synchronizes said first night vision pulse signal with a timing signal of said second night vision pulse signal during said anti-blinding.

2. (Original) The system according to claim 1, wherein said approaching vehicle comprises a second controller shifting said second night vision pulse signal in a different direction as said first night vision pulse signal until anti-blinding is achieved.

3. (Cancelled)

4. (Currently Amended) The system according to claim [[3]] 1, wherein half of said zones are dominant zones and half of said zones are recessive zones.

5. (Currently Amended) The system according to claim [[3]] 1, wherein said controller only shifts said first night vision pulse signal until said anti-blinding is achieved.

6. (Original) The system of claim 1, wherein said second night vision pulse signal comprises an infrared signal and wherein said sensor comprises a photodiode filtered for a wavelength of said infrared signal.

7. (Original) The system of claim 1, wherein said first light source is disposed pointing in a direction of travel of the vehicle or pointing behind the vehicle.

8. (Original) The system according to claim 1, wherein said controller is programmed to pulse said first light source at a duty cycle of 50% or less.

9. (Original) The system according to claim 1, further comprising: a second light source illuminating region forward of the vehicle; a third light source illuminating a region rearward of the vehicle; wherein said first light source operates at a first wavelength, said second light source operates at a second wavelength, and said third light source operates at a third wavelength, said controller compensating for blinding of said second light source and said third light source.

10. (Currently Amended) An anti-blinding method for a vehicle comprising: generating a first light pulse train from the vehicle; detecting a second light pulse train from a second approaching vehicle blinding said first light pulse train from the vehicle; determining dominant zones and recessive zones on an electric compass, whereby said dominant zones include said second light pulse train and said recessive zones include said first light pulse train; and shifting said first light pulse train by increments until anti-blinding is achieved through offsetting said first light pulse train from said second light pulse train.

11. (Cancelled)

12. (Currently Amended) The method according to claim [[11]] 10, further comprising synchronizing a timing signal of said first light pulse train with a timing signal of said second light pulse train as a function said dominant zones and said recessive zones.

13. (Original) The method according to claim 10, further comprising: shifting said second light pulse train until anti-blinding is achieved.

14. (Original) The method according to claim 10, wherein detecting further comprises detecting said second light pulse train from a rear facing or a front facing sensor coupled to the vehicle.

15. (Original) The method according to claim 10, further comprising optimizing a space placement between successive pulses of said second light pulse train for offsetting said first light pulse train therewith.

16. (Original) The method according to claim 10, further comprising: generating a night vision display of the second vehicle as a function of said first light pulse train signal.

17. (Original) An anti-blinding method for a first vehicle approached by a second vehicle comprising:

generating a first light pulse train from the vehicle;
detecting a second light pulse train from the second vehicle blinding said first light pulse train from the vehicle;

determining dominant zones and recessive zones on an electric compass, whereby said dominant zones include said second light pulse train and said recessive zones include said first light pulse train;

synchronizing a timing signal of said first light pulse train with a timing signal of said second light pulse train as a function said dominant zones and said recessive zones; and

shifting said first light pulse train by-increments until anti-blinding is achieved.

18. (Original) The method according to claim 17, further comprising: illuminating a region proximate the vehicle with said first light pulse train comprising a first light source operating at a first wavelength; pulse illuminating a region forward of the vehicle, said forward pulse being at a second wavelength; pulse illuminating a region rearward of the vehicle, said rearward pulse being different than said forward pulse in either wavelength or duration.

19. (Original) The method according to claim 17, further comprising: compensating for blinding from night vision signals received in both a rearward facing sensor and a forward facing sensor.

20. (Original) The method according to claim 17, further comprising: generating a night vision display of the second vehicle as a function of said first light pulse train signal.